

NOTE: MD 197 IS CONSIDERED TO RUN IN A NORTH-SOUTH DIRECTION.

#### EXISTING SIGNALS TO BE REMOVED



12"

#### PROPOSED L.E.D. SIGNALS

1,2,5,6 3,4,7,8,9,12 13,14,15,16,17,18  
12" 12" 12"  
MODULES MODULES



16" COUNTDOWN PEDESTRIAN SIGNAL

#### EXISTING DETECTION EQUIPMENT

— EXISTING OPTICOM DETECTOR (e)  
— VIDEO DETECTION CAMERA (a-d)

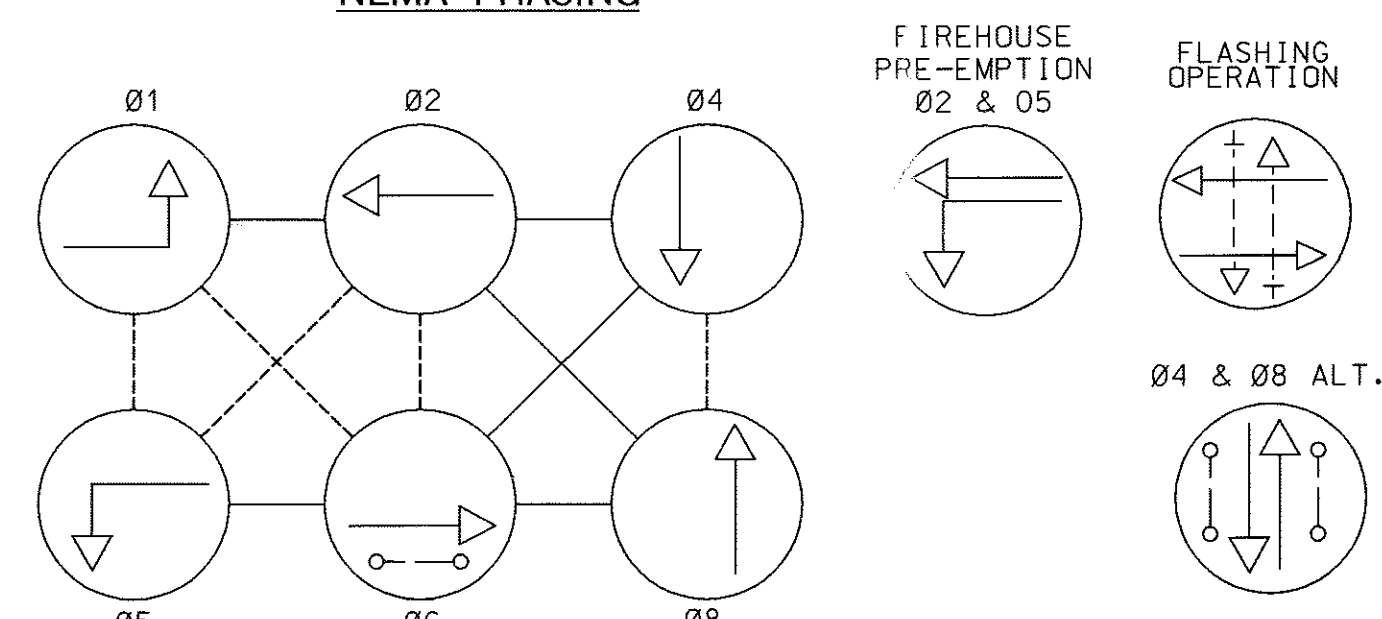
#### PROPOSED SIGNS

28,30 27,29 32 31  
PUSH BUTTON TO CROSS LAUREL-BOWIE RD  
PUSH BUTTON TO CROSS OLD CHAPEL ROAD  
PUSH BUTTON TO CROSS OLD CHAPEL ROAD  
PUSH BUTTON TO CROSS OLD CHAPEL ROAD  
LAUREL-BOWIE RD  
LAUREL-BOWIE RD  
OLD CHAPEL ROAD  
OLD CHAPEL ROAD  
R10-3(1) 9' x 15' R10-3(1) 9' x 15' R10-3(1) 9' x 15' R10-3(1) 9' x 15'

#### EXISTING SIGNS TO REMAIN

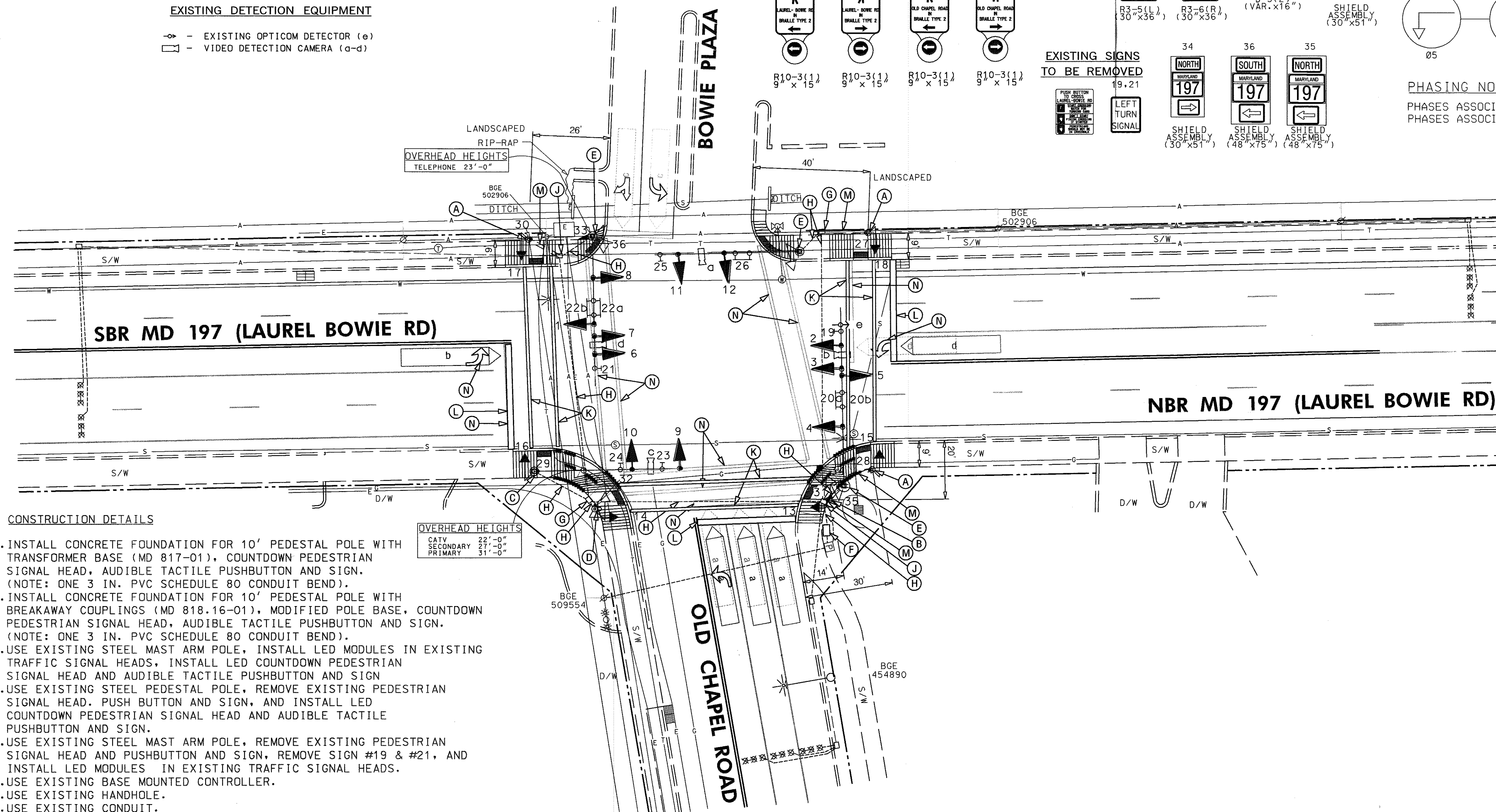
20b+22a 20a, 22b  
Old Chapel RD Old Chapel RD  
D-3(2) (VAR. x16") D-3(2) (VAR. x16")  
23,25 24 26 33  
R3-5(L) 30' x 36" R3-6(R) 30' x 36" D-3(2) (VAR. x16")  
SHIELD ASSEMBLY (30' x 51")  
34 36 35  
NORTH SOUTH NORTH  
197 197 197  
SHIELD ASSEMBLY (30' x 51") SHIELD ASSEMBLY (48' x 75") SHIELD ASSEMBLY (48' x 75")

#### NEMA PHASING



#### PHASING NOTES:

PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.  
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



#### CONSTRUCTION DETAILS

- INSTALL CONCRETE FOUNDATION FOR 10' PEDESTAL POLE WITH TRANSFORMER BASE (MD 817-01), COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE TACTILE PUSHBUTTON AND SIGN. (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND).
- INSTALL CONCRETE FOUNDATION FOR 10' PEDESTAL POLE WITH BREAKAWAY COUPLINGS (MD 818.16-01), MODIFIED POLE BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE TACTILE PUSHBUTTON AND SIGN. (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND).
- USE EXISTING STEEL MAST ARM POLE, INSTALL LED MODULES IN EXISTING TRAFFIC SIGNAL HEADS, INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD AND AUDIBLE TACTILE PUSHBUTTON AND SIGN.
- USE EXISTING STEEL PEDESTAL POLE, REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSH BUTTON AND SIGN, AND INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD AND AUDIBLE TACTILE PUSHBUTTON AND SIGN.
- USE EXISTING STEEL MAST ARM POLE, REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON AND SIGN, REMOVE SIGN #19 & #21, AND INSTALL LED MODULES IN EXISTING TRAFFIC SIGNAL HEADS.
- USE EXISTING BASE MOUNTED CONTROLLER.
- USE EXISTING HANDHOLE.
- USE EXISTING CONDUIT.
- USE EXISTING HANDHOLE ADJUST TO GRADE.
- INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.
- INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP BAR.
- INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- REMOVE EXISTING PAVEMENT MARKINGS.

#### GEOMETRIC LEGEND

— EXISTING  
— PROPOSED

#### UTILITY LEGEND

— SD — SD — STORM DRAIN  
— G — G — GAS MAIN  
— W — W — WATER MAIN  
— S — S — SEWER MAIN  
— E — E — ELECTRIC CABLES  
— A — A — AERIAL CABLES  
— T — T — TELEPHONE CABLES  
— F — F — FIBER-OPTIC

#### GENERAL NOTES

- VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
- FOR FINAL PAVEMENT MARKINGS REFER TO THE PAVEMENT MARKING PLANS, OTHER THAN THOSE DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- SEE SHEET NO. 2 OF 3 FOR HANDICAP RAMP DETAILS.

**SHA** STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
MD 197 (LAUREL BOWIE RD) @ OLD CHAPEL ROAD  
TRAFFIC SIGNAL MODIFICATION

TOD NO: XX449-17  
SHA NO: PG728A55/C55  
MD 197 @ OLD CHAPEL RD

APPROVALS		REVISIONS	
TEAM LEADER		01-11-08 SHARP: XX4495185 INSTALL APFS/ CPS AND ADA COMPLIANT RAMP	
ASST. DIR. CHIEF		NG CTS MD 197 @ OLD CHAPEL RD C. 9-26-05 SHARP: AT1185185 REBUILD USING MAST ARMS ADD EXCLUSIVE LEFT TURNS ON MD 197 AND PED PHASE ACROSS NORTH LEG	
DIVISION CHIEF		JWA 06/1998 - INSTALL OPTICOM	
OFFICE DIRECTOR		SHA NO.	
		PLOTTED: Monday, November 24, 2008 at 9:16:37 AM FILE: p5G-P000_MD197.dgn	

SIGNALIZATION PLAN SHEET			
SCALE 1" = 20'	ADVERTISED DATE JUNE 1980	CONTRACT NO. P-798-501-385	
DESIGNED BY	COUNTY	PRINCE GEORGE'S	
DRAWN BY D.B.D.	LOGMILE	16019704.03	
CHECKED BY	TMS NO.	J155	
F.A.P. NO.	TOD NO.		
TS NO. 1784-D	DRAWING	OF	SHEET NO. 1 OF 3

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